

Workshop Agenda

- Open/Welcome
- Updates
- Existing Conditions and Recent Trends
- Open House Discussion
- Closing Remarks

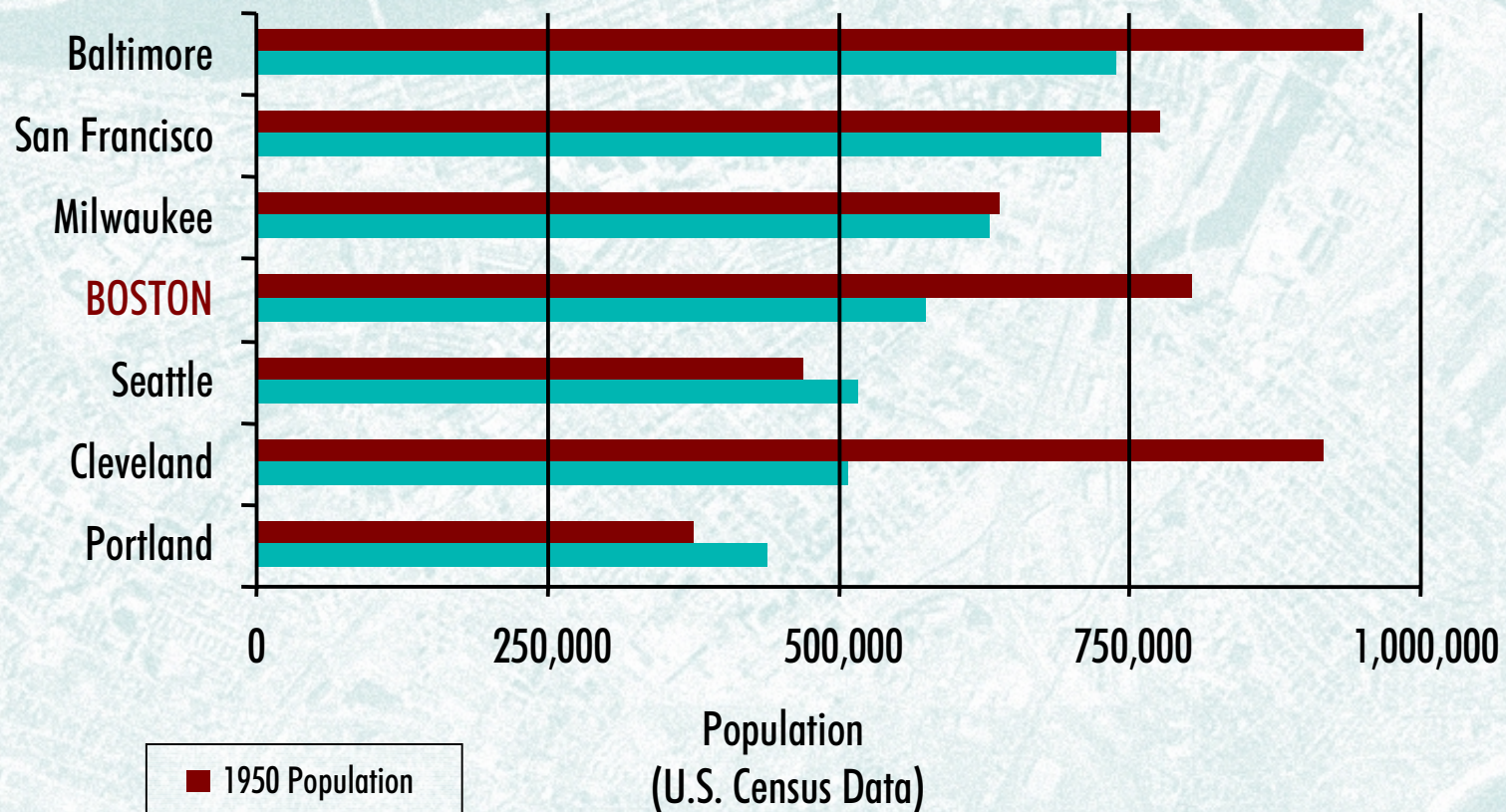
Existing Conditions and Recent Trends

- Population
- Employment
- Travel Patterns

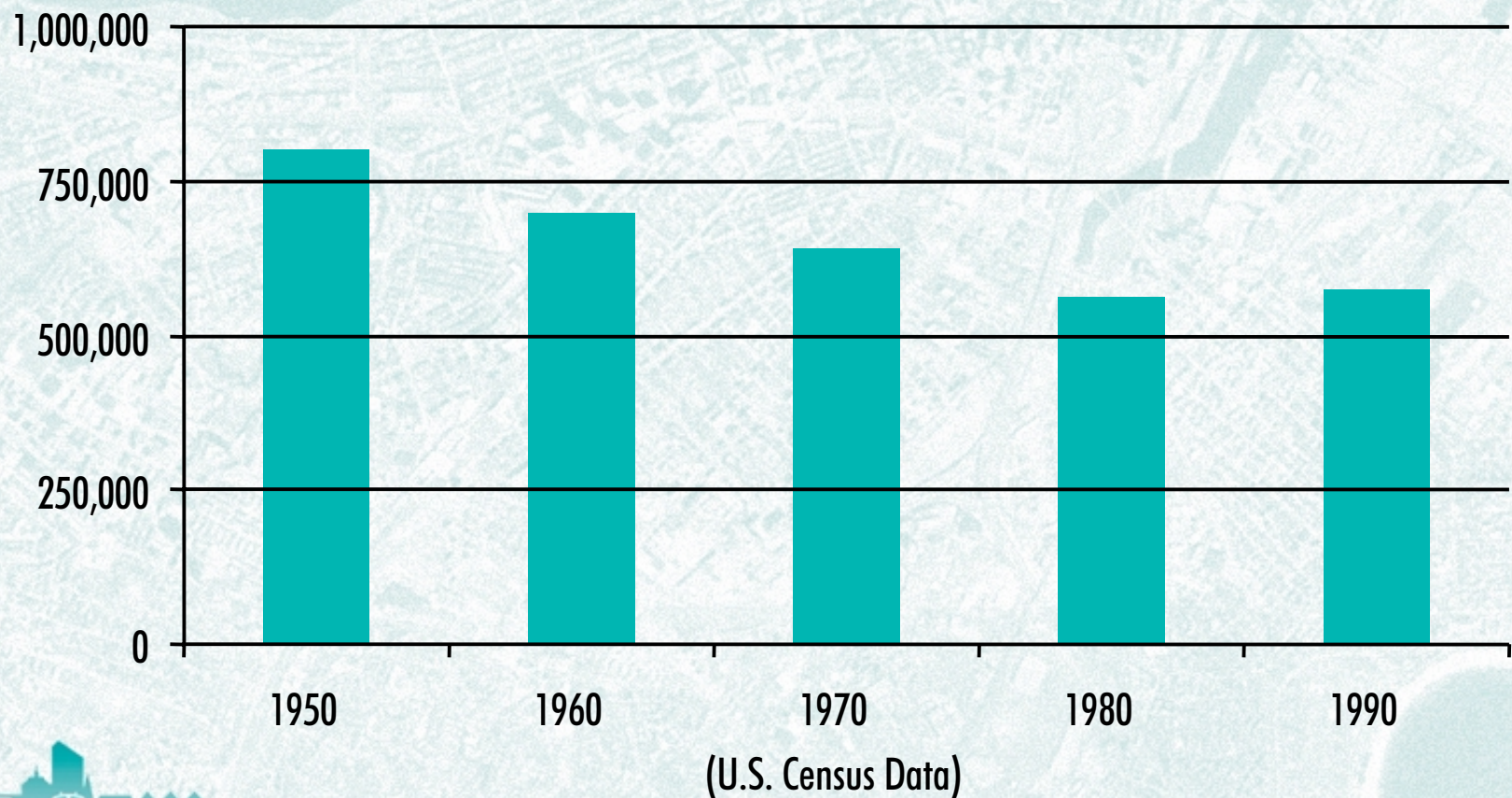
Population

- National trends for selected U.S. cities
- Fall and (slow) rise of Boston's population
- Suburban growth and expansion

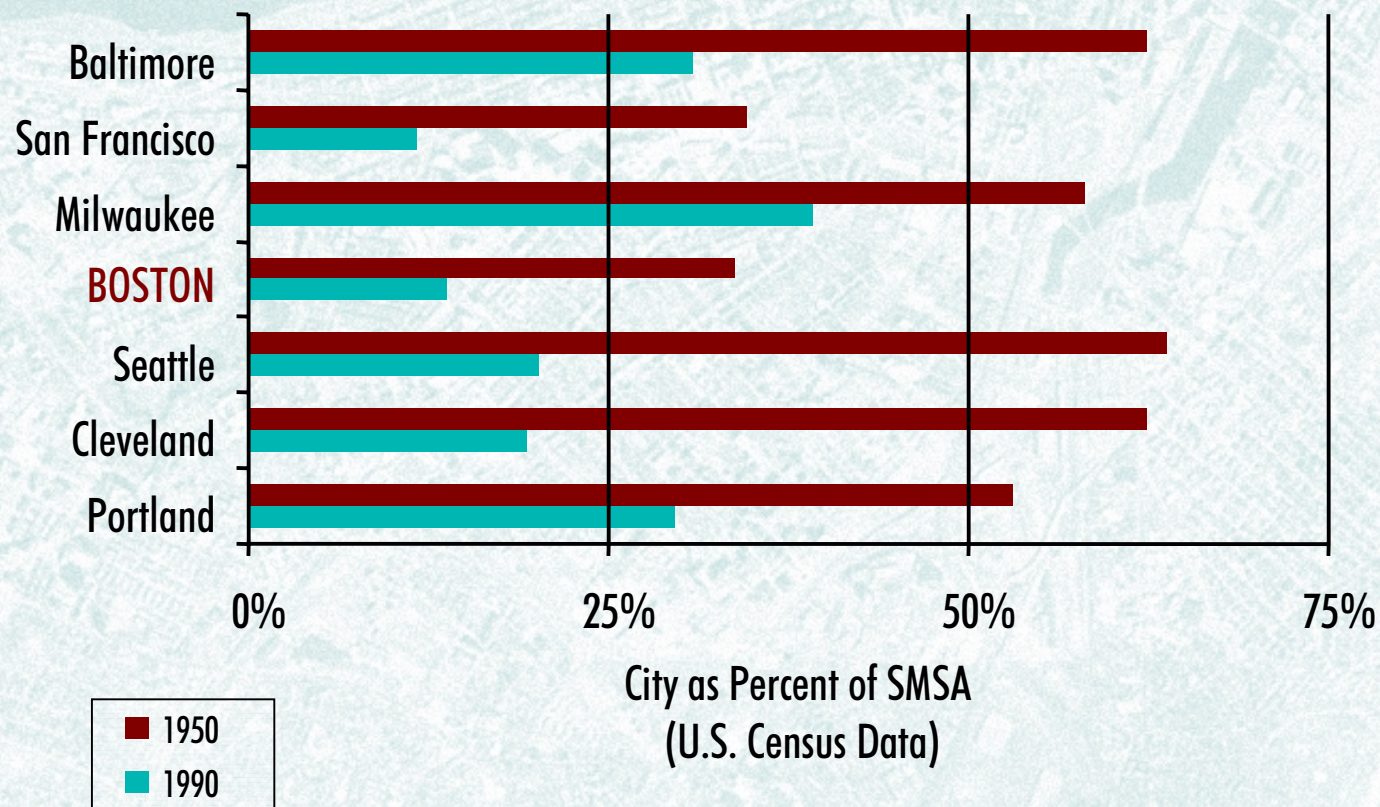
Boston is the 20th Largest U.S. City



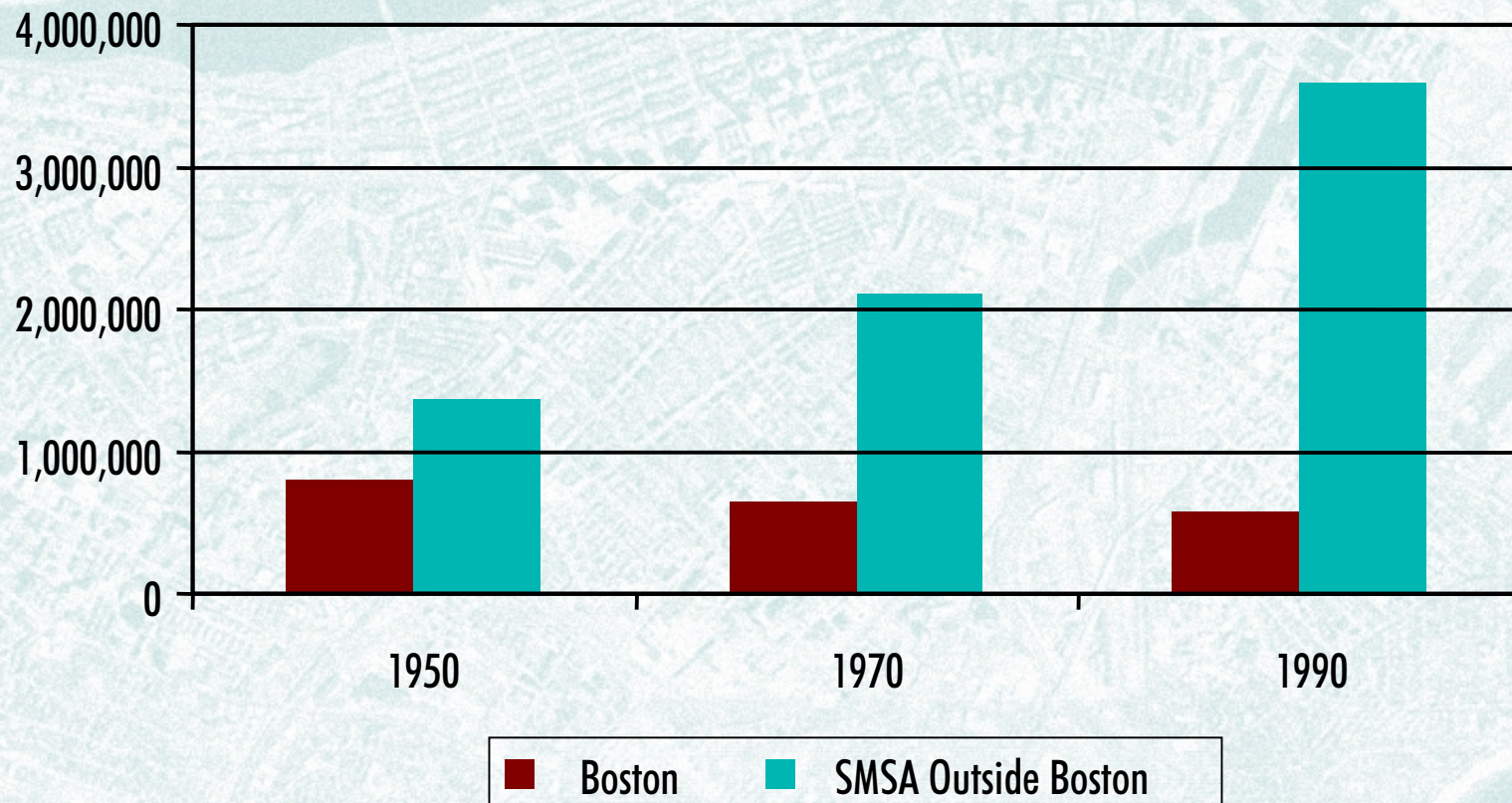
Boston's Population Increased Slightly after 30 Years of Decline



Boston has 14-percent of the Region's 1990 Population



Growth in Population Outside Boston

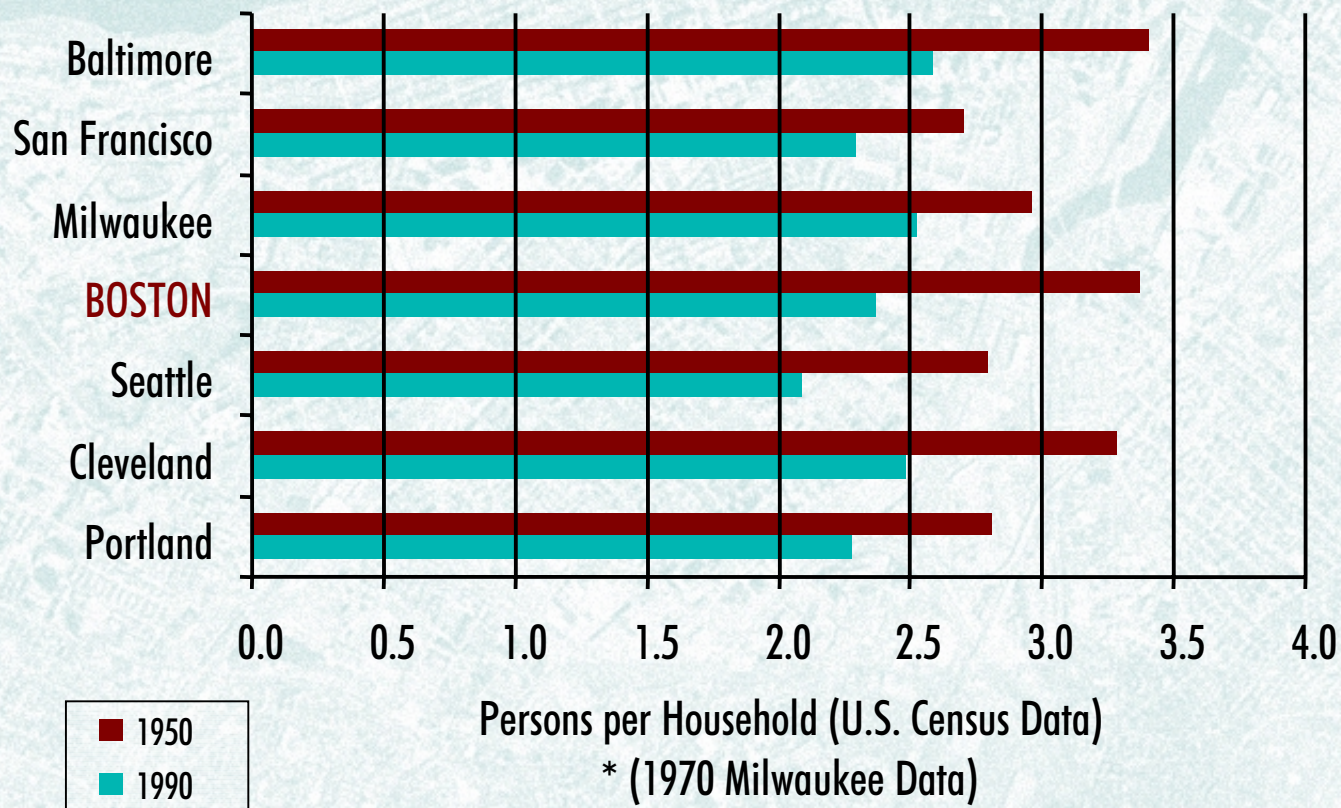


(U.S. Census Data)

Boston's Population Density Decreased Between 1950 and 1990



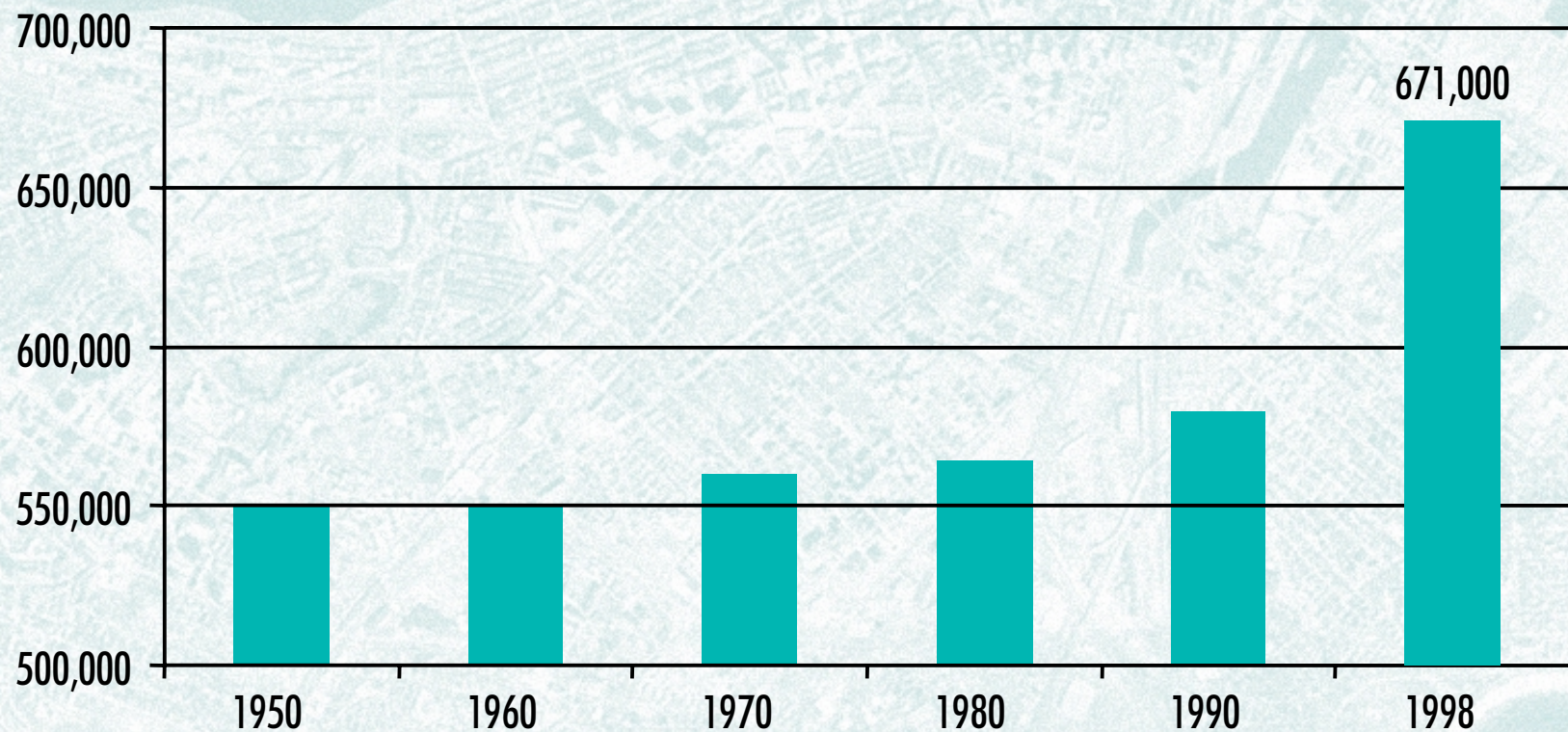
Change in Average Household Size Between 1950 and 1990



Employment & Economic

- Growth of Boston employment base
- Emergence of new economic sectors
- Growth of suburban employment centers

The Number of Jobs in Boston is at an All-Time High

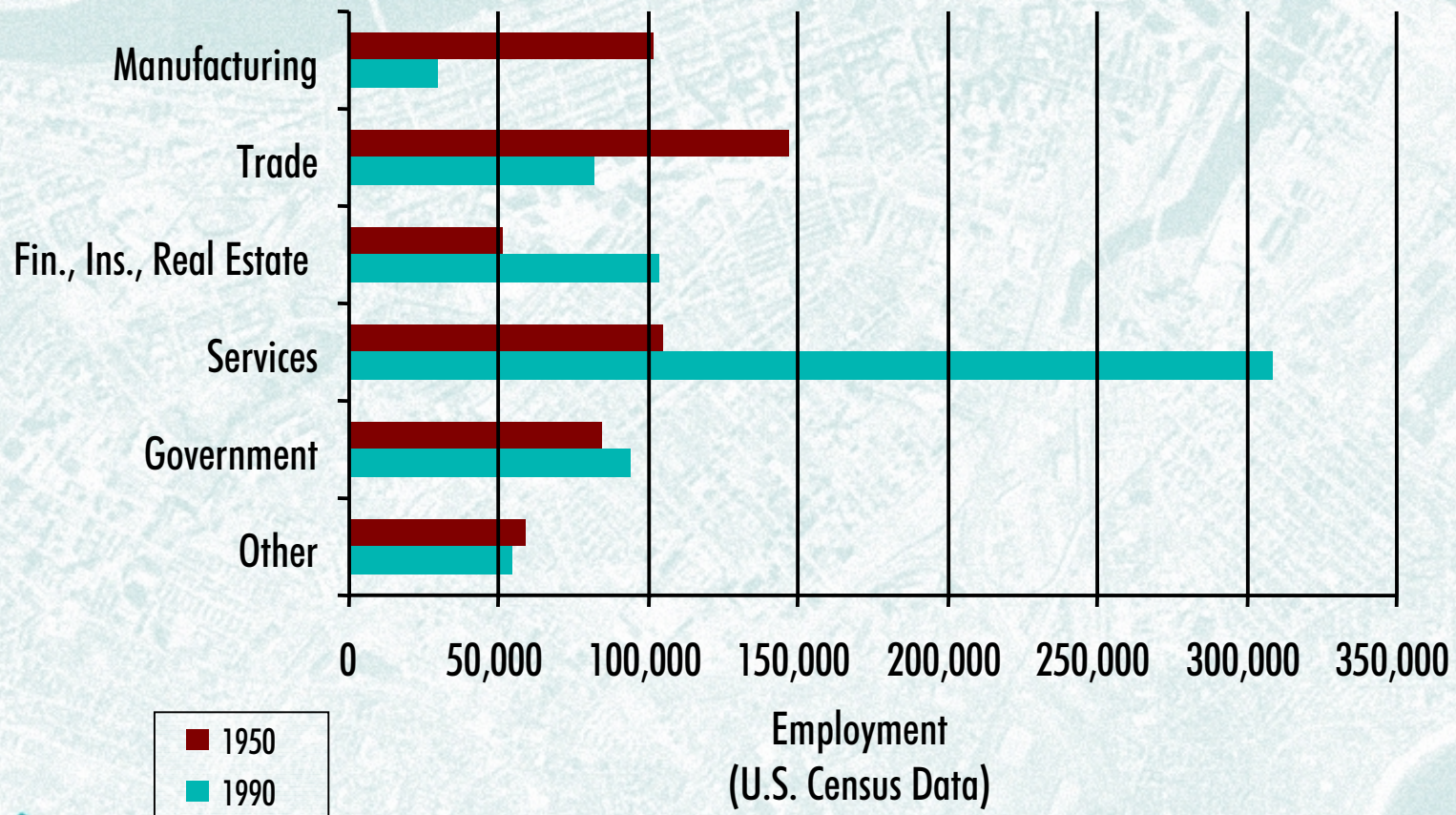


(U.S. Census Data)

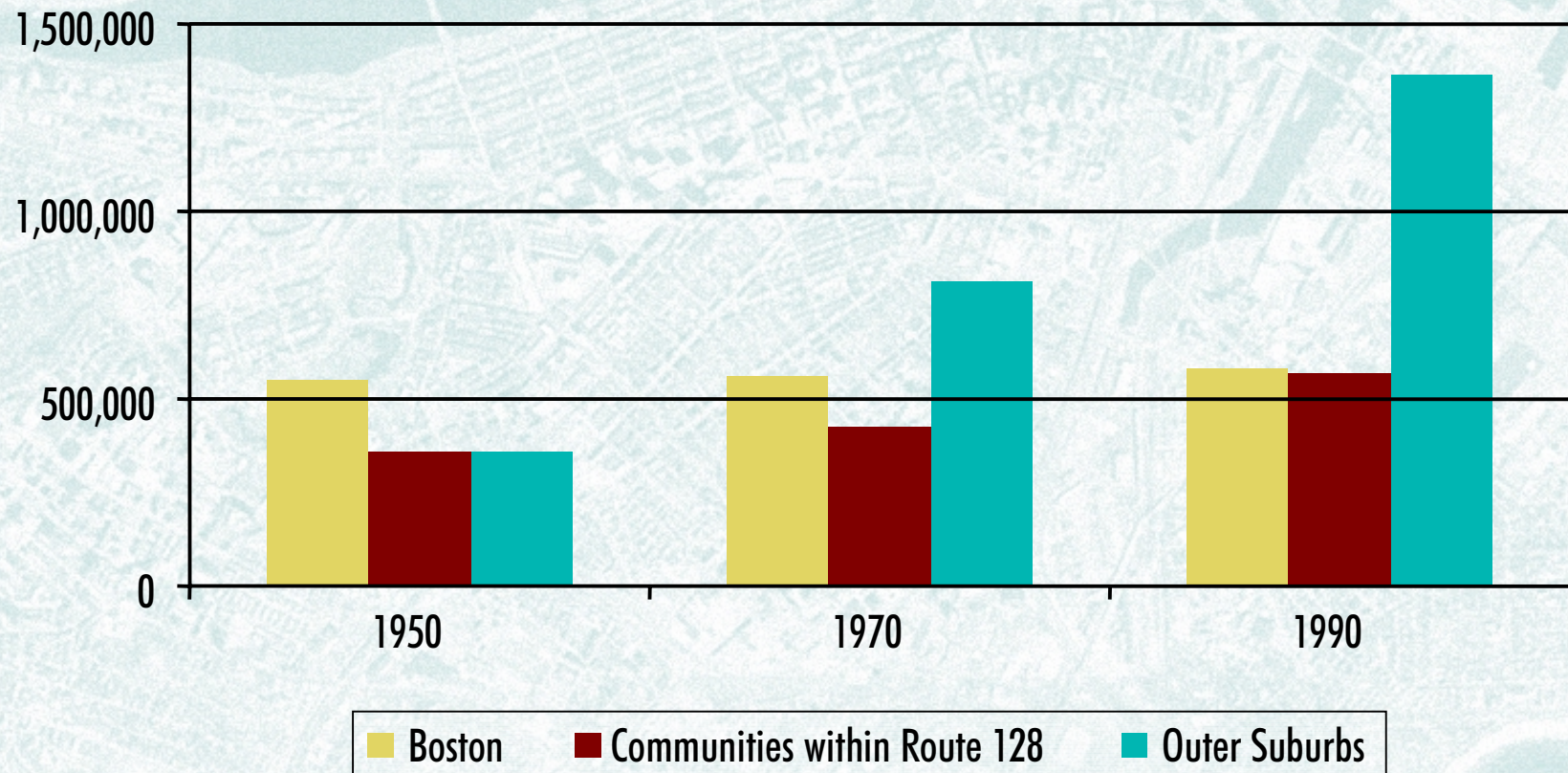


RIZZO
ASSOCIATES

Changes in Boston Job Market



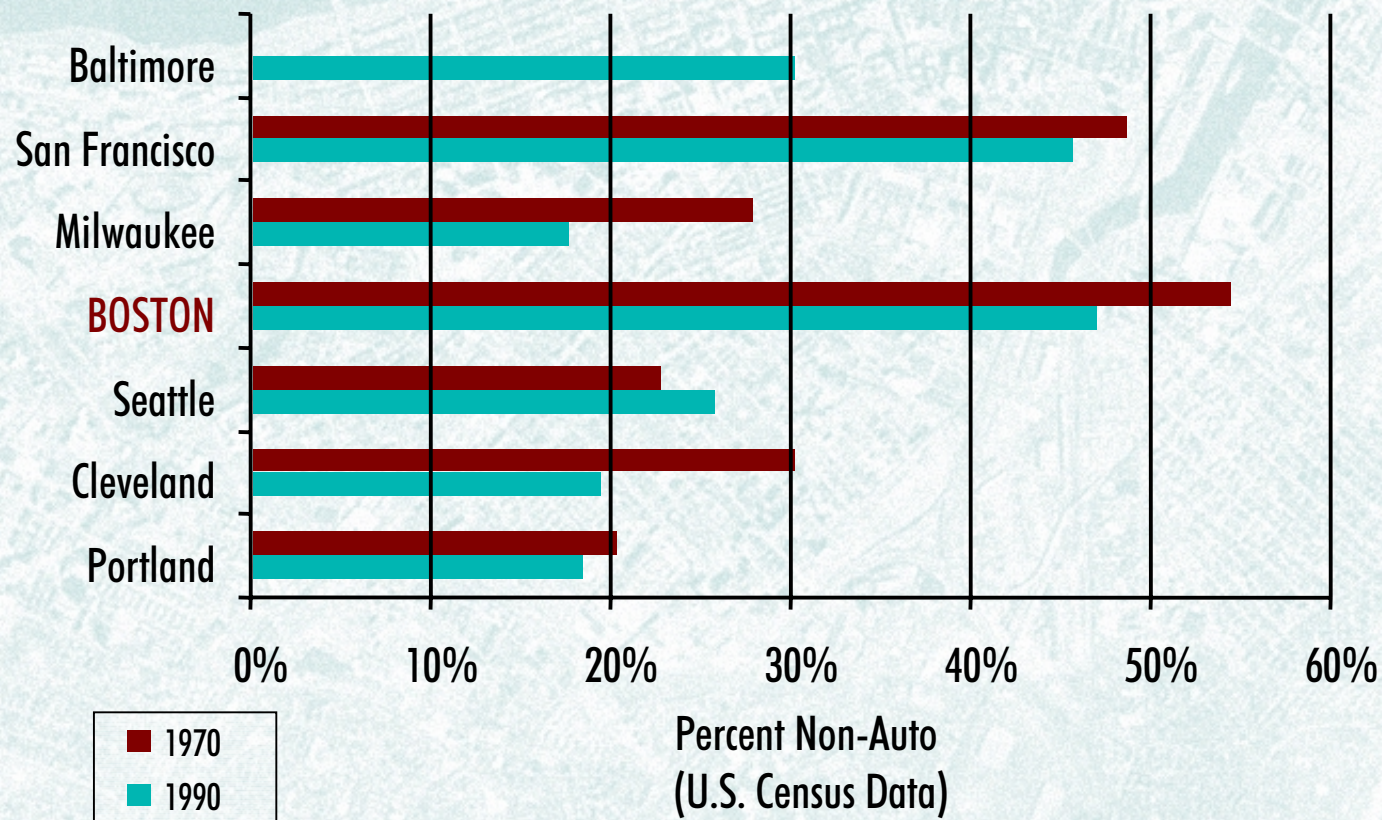
Boston and Suburban Job Growth



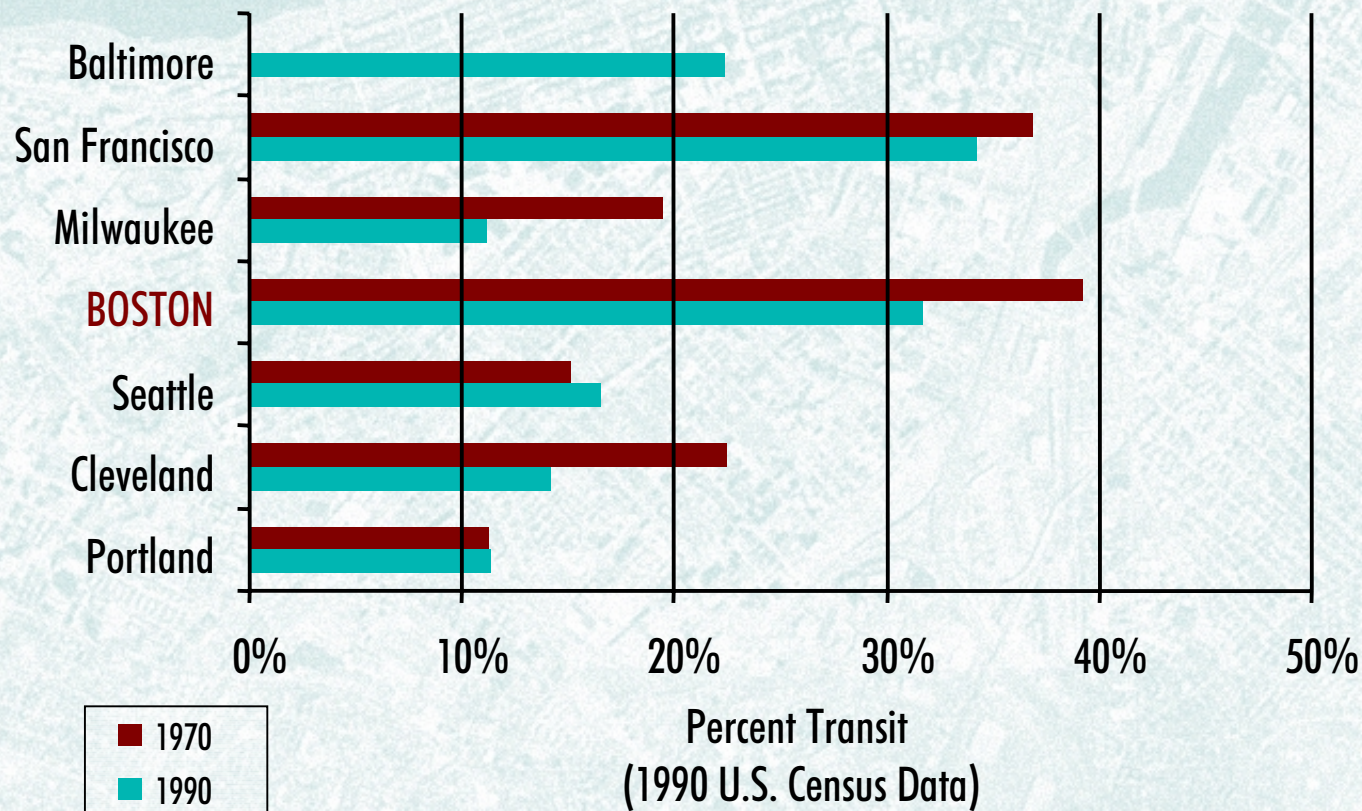
Travel Patterns

- Boston Residents Using Transit and Walking
- Regional Transit Ridership Trends
- Recent Increases in Auto Ownership

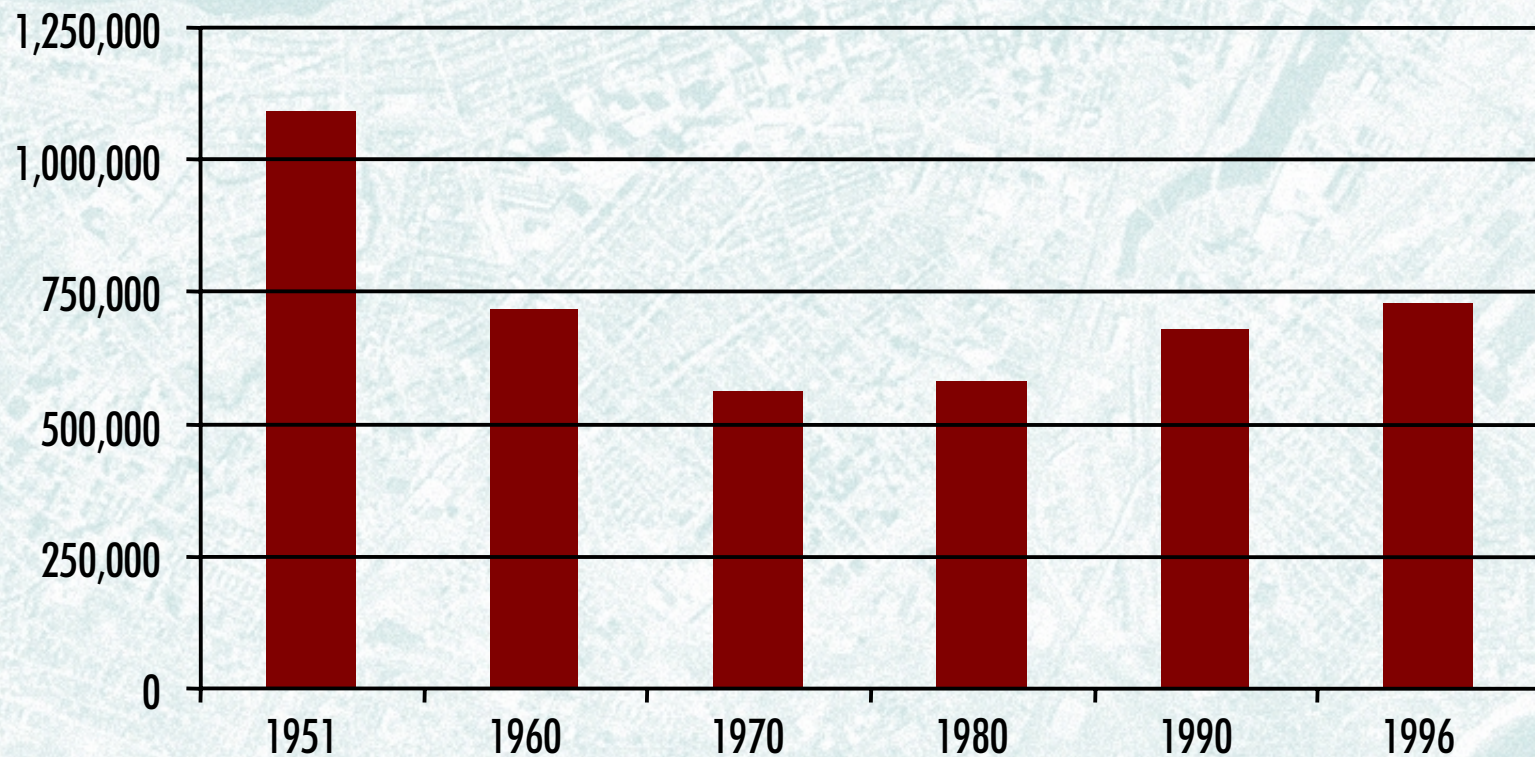
Many Boston Residents Rely on Non-Auto Modes to Commute



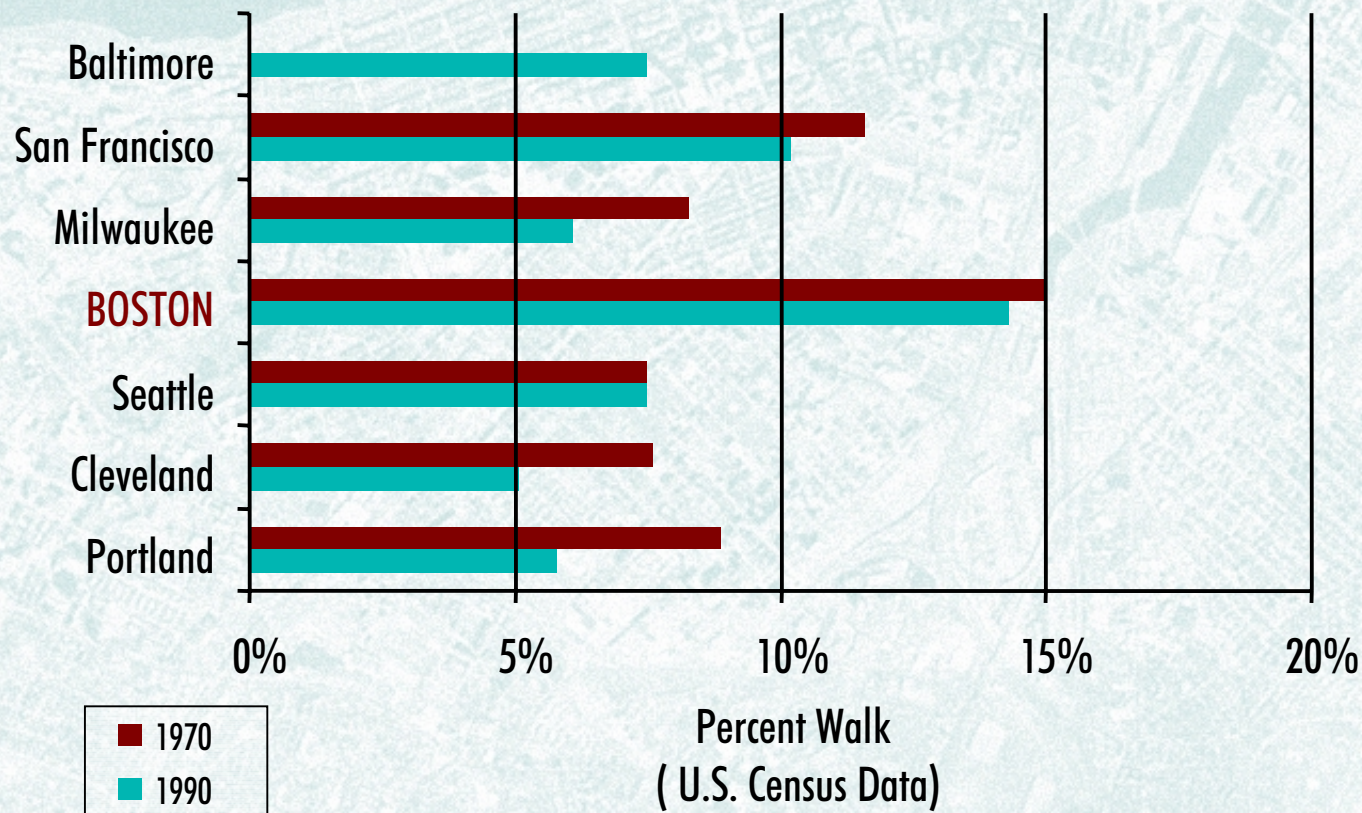
Many Boston Residents Use Transit to Commute



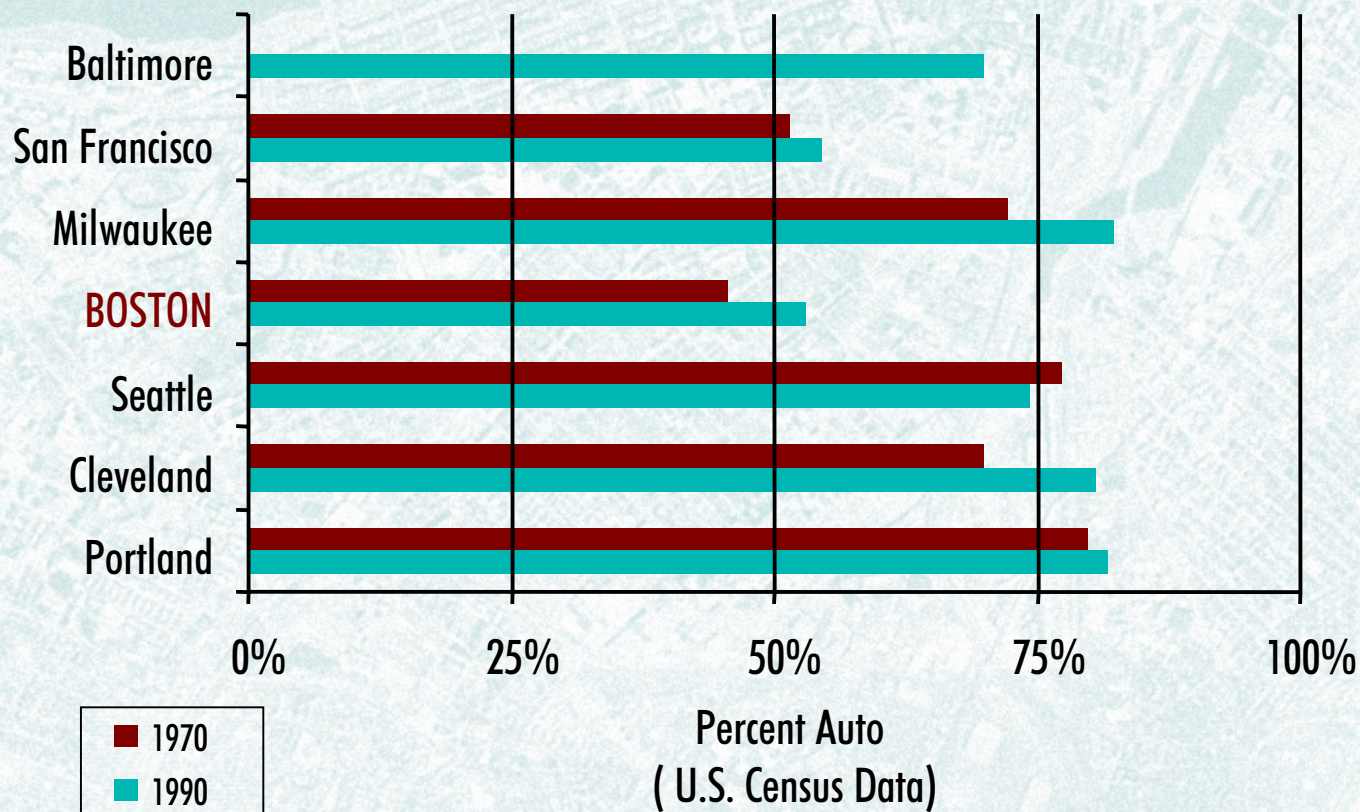
MBTA Ridership Has Grown by 30-Percent Since 1970



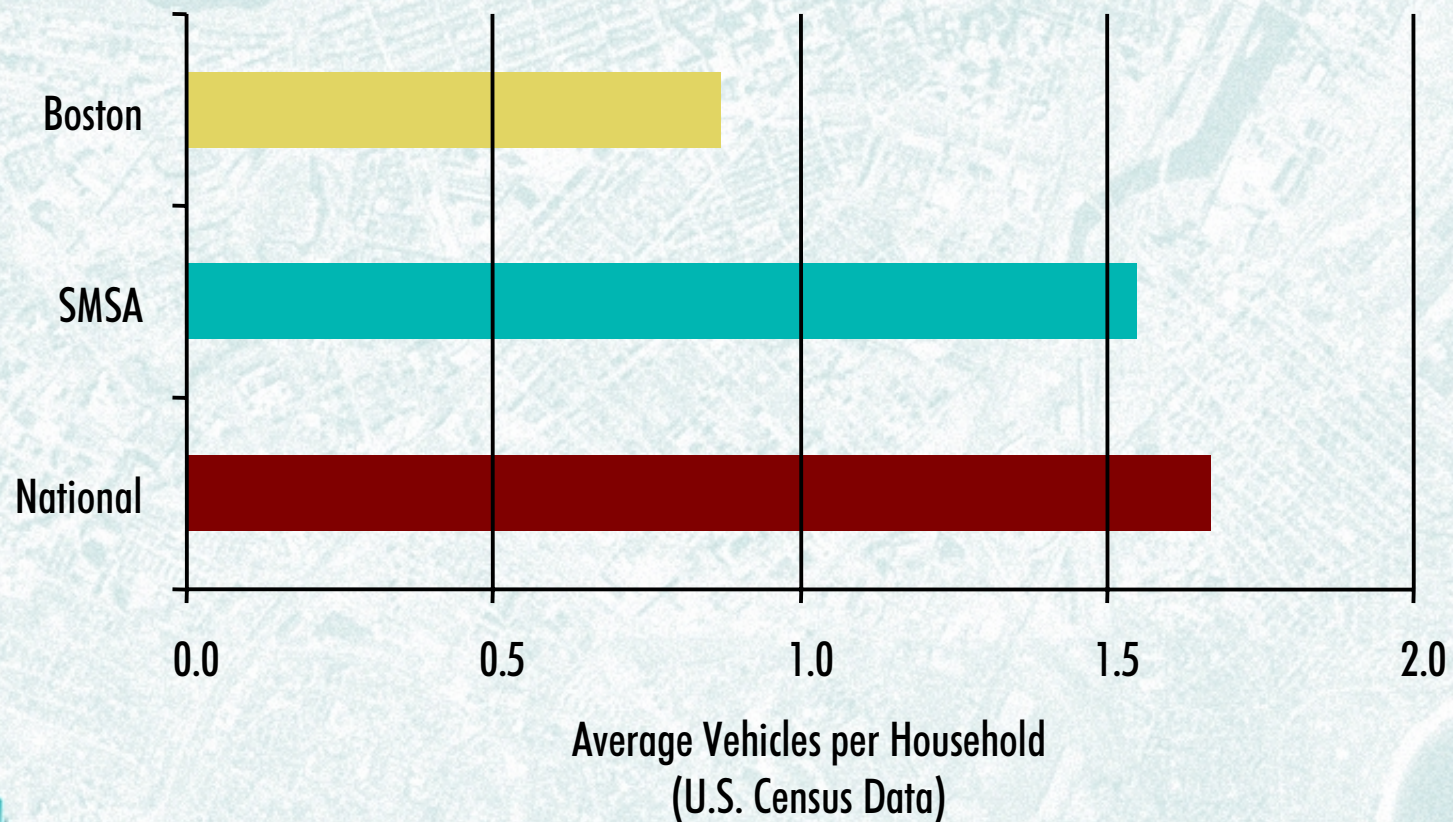
More Bostonians Walk to Work



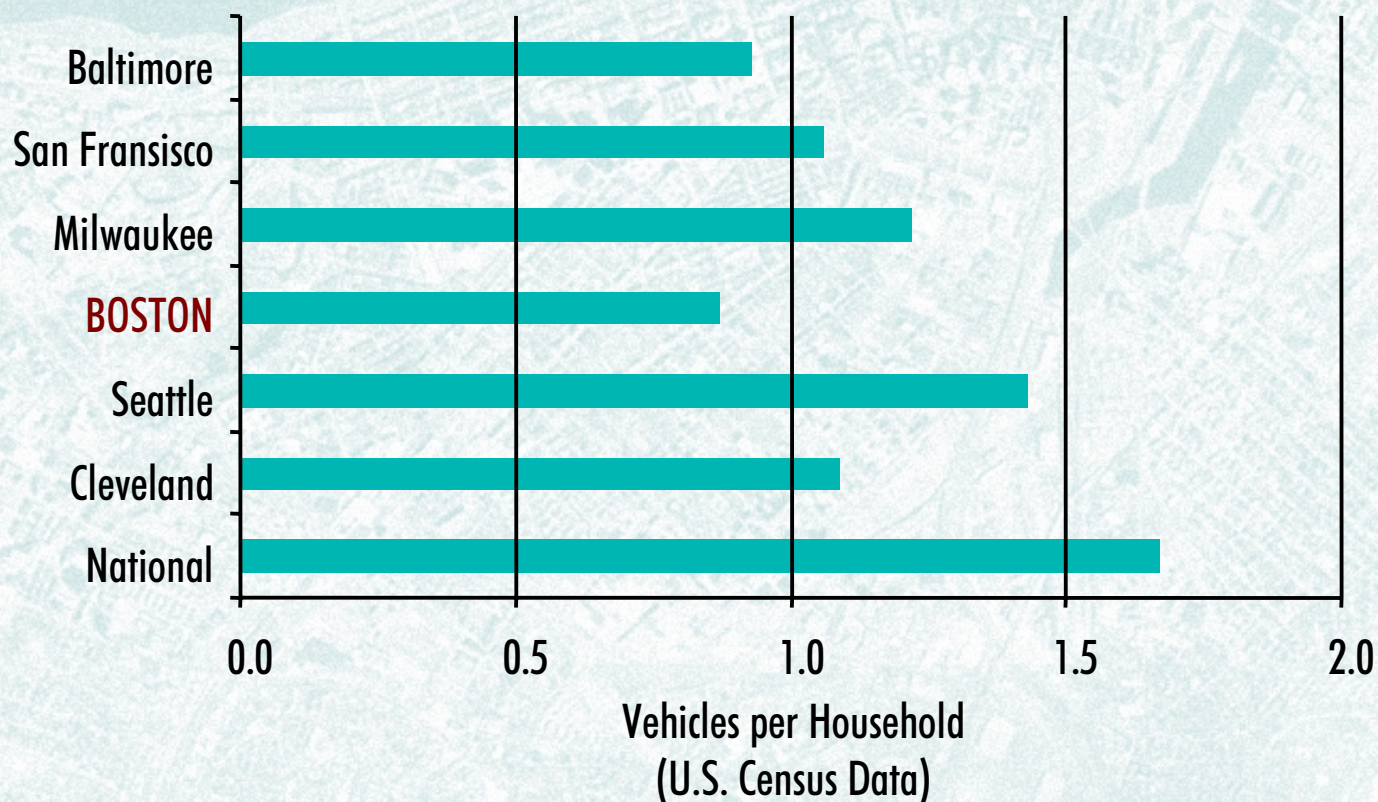
Auto Use by Residents Has Increased Since 1970



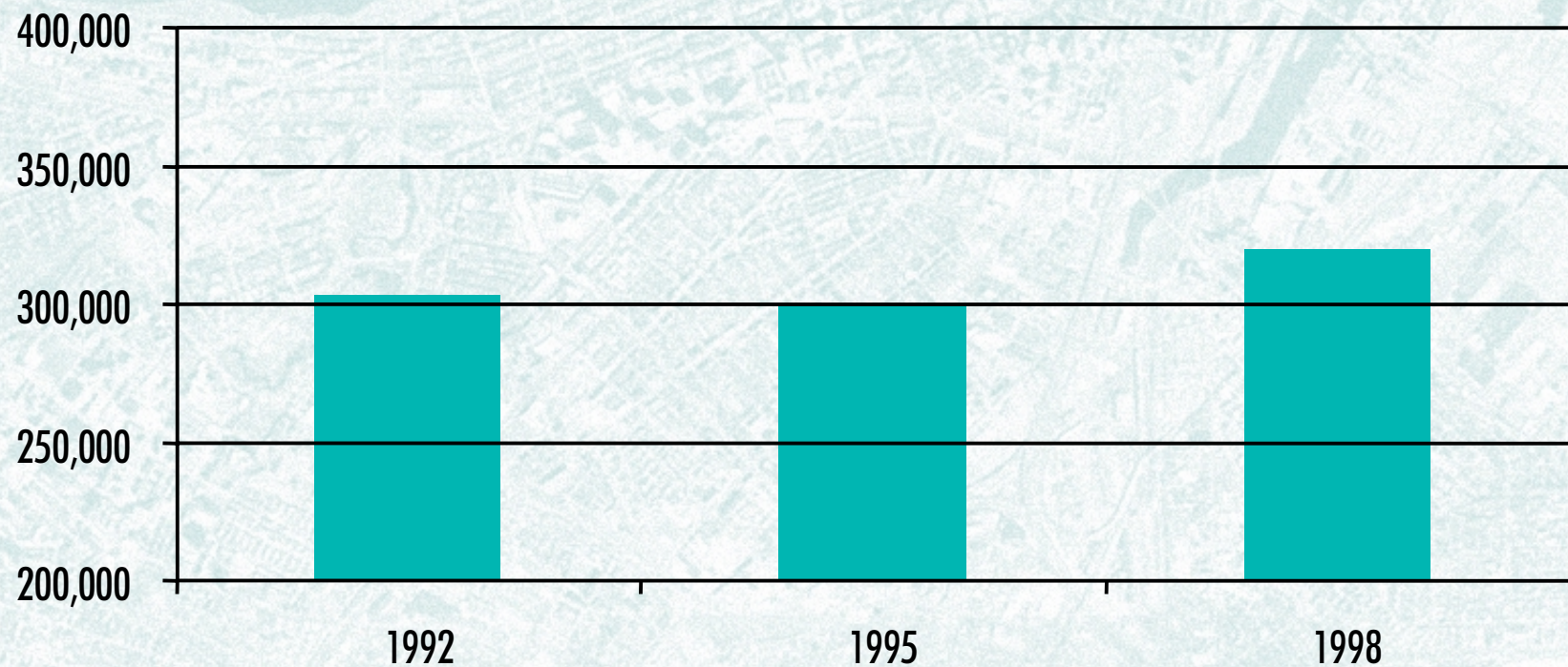
Boston Vehicle Ownership Rates Are Below Regional and National Averages



Boston's Vehicle Ownership Rates are Lower Than Other U.S. Cities



Auto Ownership in Boston Increased by 7 Percent Since 1995



Auto Ownership Based on City of Boston Excise Tax Mailings

Implications

- New transportation demands result from changing demographics of the City.
- Increase auto use due to growth of suburbs.
- Emergence of employment centers in areas that are not well served by transit.
- Importance of non-auto modes to Boston residents.
- Increased parking demands due to higher levels of auto ownership.